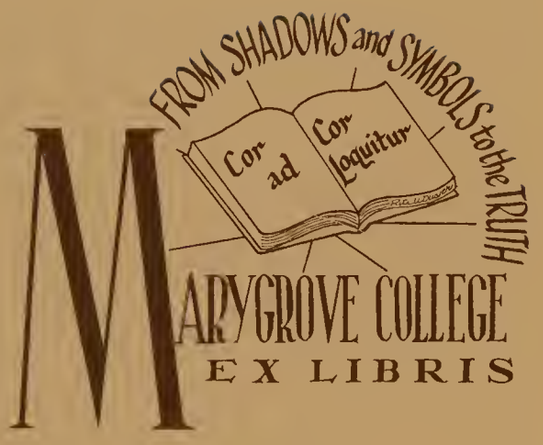
CLIPPER SHIP PRINTS

by

CURRIER *and* IVES

Compiled by FRED J. PETERS



Gift of

Dawson Taylor

Clipper Ship Prints

Library Edition

CLIPPER SHIP PRINTS

including other merchant sailing ships

By N. CURRIER AND CURRIER & IVES

COMPILED BY

FRED. J. PETERS

being a pictorial check list and collation together
with a history of each ship

fully illustrated

▼

Antique Bulletin Publishing Company
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1930

THIS is the first volume of a series of publications on Currier and Ives prints.

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by
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New York

To the memory of

MAX WILLIAMS

My Old Friend . . .

It was he who taught me much about prints and who encouraged and assisted me some years ago in starting this work.

My great regret is that he is not here to see this volume, which is dedicated to his memory. F. J. P.

Introduction

THIS work is intended neither as a history of the American clipper ship nor of the firm of Currier & Ives, but will treat only with the subject of prints of the merchant sailing ships which were published by N. Currier and Currier & Ives. It is published in a form which should be helpful to the collector.

There can be but very little doubt in our minds as to what prompted so wide-awake a firm as Currier & Ives to make these prints. The sea and its romance being uppermost in the public mind, the launchings and sailing records, and even the disasters of well-known ships were items of great news value; and in depicting these events in color, Currier & Ives were catering to the public demand and it was no doubt a lucrative venture for the publishers. The establishment of Currier & Ives was located on the corner of Spruce and Nassau Streets. Standing on this corner one could see a veritable forest of masts and spars along the waterfront, where the famous American ships, known all over the world, were lined up along the docks. It was the same in Boston, Philadelphia, and every other American sea port.

Beginning with the year 1840, the strength of the American Merchant Marine began to be felt by all the world, and developed quickly from this time on. With prosperity in the shipping world the vessels improved; more money was spent on the ships, and the result was almost the duplicate of a trim yacht, larger and finer as each new ship was built. All Liverpool, London, Hamburg and Bremen turned out on a Sunday when one of the famous American Clippers was in port. It is small wonder then that when gold was discovered in California and fast ships were needed, when freight and passenger accommodations were at an expensive premium, the country was ready with many equipped ship yards and men capable of fine construction, who turned out the finest, fleetest, and best equipped vessels in the world, known as the Yankee Clippers. Railroads in this country

were in their infancy and the whole East relied upon these ships. It must have seemed as though every one wished to leave for California at the same time. The reports came drifting back of fortunes being made and it tended to further stimulate the desire of those who had not had their try at the gold.

I have spoken to many collectors of Currier & Ives ship prints, asking why they never included in their collections any other subjects but ships. Their answers usually disclosed the fact that the father or grandfather had sailed on this or that ship, or that one of their ancestors had migrated to this country in one of the famous American ships. Picture the emigrant, leaving Europe on the famous "Dreadnought" we will say—a wonderful adventure with each day being indelibly impressed on his mind, to be told over and over again to his children and grandchildren. Picture also the California gold rusher, sailing on the newest and fastest clipper, down around Cape Horn. In those days there was no Panama Canal and the trip around the "Horn" was fraught with many dangers, such as ice floes and severe storms. As time was the prime consideration in getting to California, chances were taken by the ships' masters in order to beat previous records and land their passengers in the shortest possible time. Races between famous clippers, fires, wrecks and other disasters made these voyages epoch making events and excitement ran high among the passengers. It is no wonder that stories of these trips were handed down through the family and in this way seeds were planted in the young minds, which are largely responsible for the present day desire to own these prints.

John Logan, who for many years acted as sales manager for the firm of Currier & Ives, was a seaman in his youth and this may have had something to do with the fine composition and drawing of the ships. There is no question but that he had much influence in the work turned out by the house and it may be that he was the guiding spirit in this department. Certainly some one of the firm was ship-minded, as there is no better ship drawing anywhere than that which appears in these prints.

During this period the percentage of ship prints published by other concerns was remarkably low. The field belonged to Currier, and while the piracy of the uncopyrighted subjects was tolerated, the ships were evidently considered a risky venture in the face of Currier's competition. The care exercised in the production of the large folio prints would indicate that considerable thought and effort was expended on this product. Dimensions of the ships were carefully noted, often the records of fast voyages were appended, and in almost every case the print was dedicated to the owner, captain, or ship builder. The coloring too, has always impressed me as being of a better quality, applied in many cases as fine as a water color drawing. The price seemed to be an optional matter; I have seen bills for the "Dreadnought" for $5.00 and then again only a few years later, a bill from N. Currier for $7.50 for the same print. The usual advertised price of Currier & Ives large folio prints was $3.00. One can only surmise from this that the cost of production for the clipper ship prints was more, or that the edition was limited.

The small folios unquestionably were made in great quantities and it is surprising how thoroughly they have disappeared. I particularly refer to such prints as "Brig" (No. 25), "Gem of the Atlantic" and "Gem of the Pacific" (Nos. 34, 35), "John Minturn" (No. 41), "Outward and Homeward Bound" (Nos. 42, 43, 44, 45), "Queen of Clippers" (No. 54), "Schooner" (No. 57), and "The Witch of the Wave" (No. 61). All of these were published in the period from 1845 to 1850, and it would seem that they were the forerunners of the large folios. After the large folios had had their day, the second crop of small folios appeared, published by Currier & Ives. While on the subject of small folios, it is rather interesting to study the transformation and use of the design in some of the large folios reduced to the smaller prints. I have in mind the "Comet" (No. 2) pictured again as "A Clipper Ship in a Hurricane" (No. 27), "Great Republic" (No. 8) smaller in the "Great Republic" (No. 39, 40), and the "Outward Bound" (No. 46) and "Homeward Bound" (No. 47) are certainly taken from the "Sweepstakes" (No. 16).

A word might be appropriate here regarding the earliest ship print by N. Currier, "The Wreck of the Mexico on Hempstead Beach" (No. 49). This is as indicated dated 1837, and like "The Awful Conflagration of the Steamboat Lexington" in 1840, it was published by the Sun Office. I have seen only one copy of the "Wreck of the Mexico" print, and while I have heard of two more, they have never materialized.

Among the artists on the Currier staff who drew ship pictures, Fannie Palmer was the most remarkable. Knowing practically nothing about ships, she produced such masterpieces as the "Contest" (No. 3), "Hurricane" (No. 9), "Sweepstakes" (No. 16), and "Young America" (No. 19). It seems reasonable to suppose that she had the assistance of either Butterworth or McFarlane.

Daniel McFarlane and his brother Robert were both marine artists of great ability. They have left very little record except as appeared on the reverse of their canvases. From the name I judge them to be Scotch. It is impossible to ascertain when they came to this country, but it must have been in the mid '50s. I have had canvases of both brothers which were signed and dated and usually inscribed on the back, stating the name of the ship and when and where painted. Quite recently I had one of an English ship off the Cliffs of Dover which was dated 1851. Many of their best pictures were painted in Liverpool and they invariably were fine compositions, well drawn and with the best of color quality. Daniel McFarlane's greatest picture was that of the "Dreadnought Off Tuskar Light" (No. 4), the night scene. In my opinion this was painted in Liverpool.

Many historians have failed to locate any knowledge of E. Brown, Jr. His "Flying Cloud" (No. 6), and "Sovereign of the Seas" (No. 15) are two of the finest of the series, and it is with great regret that we go to press without some knowledge of this artist who left to posterity a record of artistic merit that would be a pleasure to acknowledge.

For many years I had been hunting for J. B. Smith & Son, Brooklyn, L. I. How

these two men could have hidden themselves so completely that no directory would list them is beyond my understanding. Captain Clark gave me my first clue. He said those two men knew ships and must have been located near the waterfront. In the Erie Basin district of Brooklyn, he found among several hundred Smiths, one who was related to a James Smith an artist who painted ship pictures many years ago. In fact this Smith had the original painting of the "Adelaide" (No. 1) hanging on his wall. The father painted the ship and the son painted the water, and they certainly were a great team. The picture of the "Great Republic" (No. 8), the "Ocean Express" (No. 12), and the "Red Jacket" (No. 14) are pictorial records that cannot and never have been equalled.

James E. Butterworth, an Englishman who settled in New Jersey, painted many of the clipper ships published by Currier; in fact he painted more of this series than he is credited with on the prints. It is probable that the lithographer at times neglected to add the artist's name to the plate. Due to this there are but two of the large folio clippers attributed directly to this artist, namely, the "Great Republic" (No. 7), and the "Antarctic" (No. 20).

Charles Parsons was a remarkable lithographer. Of the twenty-one large folio clipper ship prints illustrated in this book, ten of them were done on stone by Parsons. He was undoubtedly the most versatile lithographer in the Currier & Ives outfit, being competent to do a ship, a horse, or anything else needed.

John Cameron, another of the Currier lithographers, was credited with but one of the large folio ship prints. It was published by Charles Currier and was his sole contribution to the series—the Bark "Theoxena" (No. 18).

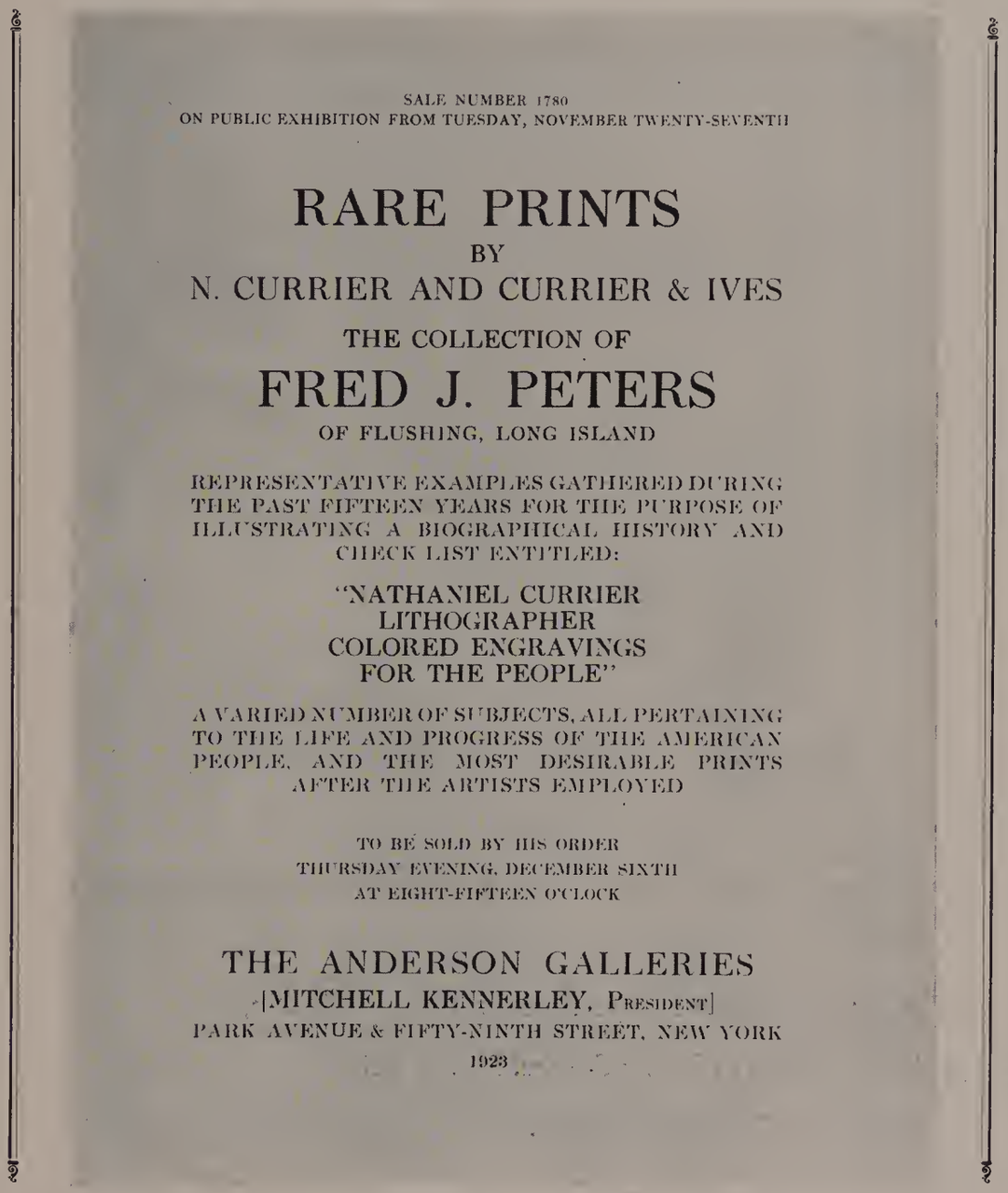
One of the greatest characters I have had the good fortune to meet was Captain Arthur H. Clark, mariner, navigator, and author of "The Clipper Ship Era." This is the best and most complete work on the subject and in my opinion is the encyclopedia of the famous old Clipper Ships. Captain Clark was always looking for further data for his work and

through old prints and documents, which we would find from time to time, he would correct his manuscript and tell us tales of these various ships. It was through Captain Clark that I saw his very fine collection of ship prints which, on his death, was left to the Massachusetts Institute of Technology in Cambridge, Mass. I can remember one day in 1915 when he made a rash offer to sell his collection, but the price was staggering. In those days a fine large folio of the "Young America" would bring perhaps $125.00; today this same print would not be difficult to sell for $2000.00. So Captain Clark was only a few years ahead of his time.

The greatest collection of clipper ship prints I have ever seen in one place at one time came from Germany directly after the war. It was at this time that the late John Lehne, antiquarian, of Baltimore and New York, questioned me regarding purchases in Europe as he was about to sail. I spent a day with him going over catalogues and showing him illustrations of prints I wanted. Several months later I received a letter from him asking if I wanted duplicates and enclosing a list of what he had already gathered. He had cleaned out Hamburg, Bremen, and the North Sea ports. (The German seamen must have been good customers of Currier & Ives.) A package arrived one day. It contained one hundred and fourteen large and small folio clipper ship prints—all Curriers. Would that I had them today! In this lot was the copy of the "Young America" which was sold at auction in my collection at the Anderson Galleries in 1921, the only copy of this print ever sold at auction.

There are two prints attributed to Currier that I have never seen—the Marine Bark "Amazon" and the Marine Bark "Catalpa," both small folios, N. Currier, undated. I have seen a colored lithograph of the "Catalpa" which was published in New Bedford, Mass., but the Currier is an unknown print to me, as is the "Amazon." If any of my readers have either of these prints, or can give me any information regarding them, I will be deeply grateful.

My interest in Curriers dates back to 1907. After a few years of collecting, and as their popularity increased, I started seriously to consider the publication of a book on this



SALE NUMBER 1780
ON PUBLIC EXHIBITION FROM TUESDAY, NOVEMBER TWENTY-SEVENTH

RARE PRINTS
BY
N. CURRIER AND CURRIER & IVES
THE COLLECTION OF
FRED J. PETERS
OF FLUSHING, LONG ISLAND

REPRESENTATIVE EXAMPLES GATHERED DURING THE PAST FIFTEEN YEARS FOR THE PURPOSE OF ILLUSTRATING A BIOGRAPHICAL HISTORY AND CHECK LIST ENTITLED:

"NATHANIEL CURRIER
LITHOGRAPHER
COLORED ENGRAVINGS
FOR THE PEOPLE"

A VARIED NUMBER OF SUBJECTS, ALL PERTAINING TO THE LIFE AND PROGRESS OF THE AMERICAN PEOPLE, AND THE MOST DESIRABLE PRINTS AFTER THE ARTISTS EMPLOYED

TO BE SOLD BY HIS ORDER
THURSDAY EVENING, DECEMBER SIXTH
AT EIGHT-FIFTEEN O'CLOCK

THE ANDERSON GALLERIES
[MITCHELL KENNERLEY, PRESIDENT]
PARK AVENUE & FIFTY-NINTH STREET, NEW YORK
1923

subject, to be a biographical history and check list, for the assistance of the collector. I kept a card record of every Currier print that passed through my hands, with full data as

to size. condition, and full collation. I photographed the more important prints for this record, and a great many of these were used to illustrate the catalogue of my sale at the Anderson Galleries in 1923. I am reproducing on the preceding page the title page of this catalogue.

I am selecting "Clipper Ship Prints" as the title of the first volume in this series of books on Currier & Ives prints, for two reasons, one of which is obvious to the collector—the popularity of these prints, the avidity with which they are sought, and the high prices demanded for the scarcer ones. But there is a much deeper feeling than all this which is really the underlying reason for my choosing "Clipper Ship Prints" to start the series. The Sea was my first love.

My step-father, the only father I knew, sailed before the mast in the old "wind-jammer" days and gradually rose to the command of his own ship—just such a ship as I write about in these pages. On his home-comings he would spin yarn after yarn to his family and friends who gathered around our hearth, bringing them visions of strange lands and people and of raging seas. In those days adventure was in the air; sailors and ships met with experiences unknown to present-day seafaring life, and after a voyage of several months the "Old Man" was fairly bursting with salty tales, and he was no mean raconteur.

When I was but a lad my step-father took me with him as cabin boy on his ship, and it was there I learned the "ropes." I had made but three or four voyages, one of which was down the Atlantic, around Cape Horn and up the Pacific, when it was decreed by my mother that I was not to follow the sea. But all this, as you may judge, had fired my young mind with a love for things marine.

In 1914, I fortunately became associated with the late Max Williams in his shop at Madison Avenue and 46th St., New York. His "Marine Museum" of ship models, relics and prints, was a nationally known institution, and Max Williams was an acknowledged authority to collectors of marine material. I remained with Mr. Williams six years buy-

ing, selling and cataloguing these reminders of the seafaring life I had yearned for as a boy. It was during this time that I made the acquaintance, which ripened into friendship, of Willard Straight, the internationally known financier and expert on Chinese matters. He was interested at this time in collecting marine material for India House, and came to us for assistance. For Mr. Straight we assembled a magnificent collection of ship models, prints and relics, which still today adorns the walls of the India House.

Despite the fact that Fate, through the medium of my mother, directed the course of my future life away from the sea, I have kept in close touch with its history and romance. I started collecting Currier ship prints when they could be purchased for a comparatively few dollars each, and had at one time a complete set of the large folio Clippers which I illustrate in the following pages, and which were unfortunately destroyed by fire.

The rise in value during the past twenty years has been phenomenal; many are beyond the means of the none-too-wealthy collector; a few are practically unprocurable. These facts have been made very evident to me as I have sold during these years duplicates of my personal collection and have marvelled at this growing scarcity and demand. And today these prints are getting scarcer and the prices are still rising. But in my opinion, the inherent love for the past performances of these famous ships, the adventures and romances of the sea, is a far greater incentive to us to collect these pictorial records than the thoughts of financial gain through rising prices.

LARGE
FOLIO PRINTS

Large Folio Prints

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Clipper Ship Adelaide

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THE CLIPPER SHIP "ADELAIDE" was built in 1854 by Jacob Bell in his New York Ship Yards. The owners were Williams & Guion, also of New York.

The "Adelaide" was of 1831 tons register and was commanded by Captain Wakeman. This ship made the remarkable record of 18 days from Sandy Hook to the Equator on her voyage to San Francisco. A popular sea story of the '60s is that the "Adelaide" beat the Cunard Steamer "Sidon" on a transatlantic passage in 1854.

No. 1...Clipper Ship Adelaide

SKETCHED BY J. SMITH & SON BROOKLYN L I ENTERED... CONGRESS.. 1856 ON STONE BY C PARSONS

CLIPPER SHIP "ADELAIDE"

OFF SANDY HOOK, "HOVE TO FOR A PILOT"

NEW YORK PUBD BY CURRIER & IVES 152 NASSAU ST

States: The first state of this print appears with the main title of Clipper Ship "Adelaide". The second state appears with the following title only: "HOVE TO" FOR A PILOT.

H. T. P. CHECK LIST No. 1184 and 1215 SIZE 16 x 24¼ INCHES

Clipper Ship Comet

•

THE "COMET" was built in New York in 1851, by William H. Webb for Bucklin & Crane of New York. She was used during the California gold rush and made the record of 103 days to San Francisco in 1852. Later, she was used for the China tea trade and for the Australian trade.

This ship measured 229 feet in length and was of 1836 tons register. She was commanded by Captain E. C. Gardner, late of the "Celestial," under whose command she gained a high reputation for speed.

The "Comet" was sold, renamed the "Fiery Star," and under the British flag, sailed between England and Australia for several years. She was finally burned at sea in 1865 while on a voyage from Moreton Bay, Queensland to London.

No. 2...Clipper Ship Comet

C. PARSONS, DEL. ENTERED .. CONGRESS ... 1855 LITH. BY N. CURRIER

CLIPPER SHIP "COMET" OF NEW YORK

IN A HURRICANE OFF BERMUDA ON HER VOYAGE FROM NEW YORK TO SAN FRANCISCO, OCT 2, 1852

E. C. GARDNER, COMMANDER

NEW YORK PUBLISHED BY N. CURRIER 152 NASSAU STREET

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1195 SIZE 16⅛ x 23⅝ INCHES

Clipper Ship Contest

•

THE "CONTEST" was built in the famous yards of Jacob A. Westervelt of New York in 1852 at the height of the California gold rush. She was owned by A. A. Low & Bro., New York, who also owned the "Surprise" and the "N. B. Palmer."

Grinnell Minturn & Co., and other progressive ship owners were making records and fortunes during this period with such ships as the "Flying Cloud", the "Challenge", the "Flying Fish," and other famous ships of the day.

The "Contest" made and passed many records and well repaid her owners. Captain William Brewster of Stonington, Conn., commanded her for some years. The "Contest" and the "Winged Racer" were both destroyed by the "Alabama" off the coast of Java in 1863.

No. 3...Clipper Ship Contest

F. F. PALMER, LITH ENTERED . CONGRESS. 1853 LITH BY N. CURRIER

To Danl. D. Westervelt, Esq. builder of the New York

CLIPPER SHIP "CONTEST"

This print is respectfully dedicated by the publisher

DIMENSIONS
Length of Keel.....175 feet 6 in.
Length of Deck.....180 feet
Length Overall.....207 feet

Breadth of Beam.....36 feet
Depth of Hold.....21 feet
Tonnage per Register.....1100
Built by D.D. Westervelt, New York, 1852

States: Only one state of this print is known. It usually appears with a yellow stripe on top and sides.

Later Impressions of the Clipper Ship Prints

•

In 1915, there appeared later impressions of the following prints:

Clipper Ship "Dreadnought" off Tuskar Light
Clipper Ship "Dreadnought" off Sandy Hook
Clipper Ship "Flying Cloud"
Clipper Ship "Ocean Express"
Clipper Ship "Sweepstakes"
Clipper Ship "Three Brothers"

The original lithographic stones were found, and the new prints from these stones were frankly sold as later impressions. As no additional imprint was added, they are apt to be confusing to the layman today. However, the paper and the coloring will always serve to identify these later impressions.

The stones have since been destroyed, and even these later impressions are of considerable value today.

No. 4...Clipper Ship Dreadnought

C. H. PARSONS, DEL. D. McFARLANE PINXT ENTERED . . CONGRESS . . . 1856 LITH. N. CURRIER

CLIPPER SHIP DREADNOUGHT OFF TUSKAR LIGHT

12½ DAYS FROM NEW YORK ON HER CELEBRATED PASSAGE INTO DOCK AT LIVERPOOL IN 13 DAYS 11 HOURS DECR 1854

To her Commander S. Samuels Esq This print is respectfully dedicated by the publisher

NEW YORK, PUBLISHED BY N. CURRIER, 152 NASSAU STREET

States: Only one state of this print is known. There is, however, a later impression from the original stone.

See page 28.

H. T. P. CHECK LIST No. 1200

SIZE 16⅛ x 24⅝ INCHES

Clipper Ship Dreadnought

•

THE "DREADNOUGHT" although placed under the listing of a packet ship, was as much a clipper as any of the many other ships of the period. One reason which may account for this listing is that she was not built for the California trade.

Built by Currier & Townsend at Newburyport in 1853, she was commanded for ten years by Captain Samuel Samuels. Captain Samuels and the Dreadnought were featured in song and story in the mid '50s. It is hard to separate the two in one's mind and it would be impossible to say which was the greater—so great were the feats of both.

The "Dreadnought" was used in the transatlantic route and made many record runs. She is accredited with the unequalled record of 9 days, 21 hours from Sandy Hook to Queenstown.

Early in 1864 Captain Cushing took over the command. On her first voyage to San Francisco, under her new captain. she arrived after 134 days, in October, 1864. She never equalled the record runs of any of the greater of the California clippers on this route, thus settling the long disputed question of the relative speed of the two classes of ships. What Captain Samuels could have done with the "Dreadnought" on this route is a question which will never be answered.

No. 5...Clipper Ship Dreadnought

C. PARSONS, DEL. ENTERED .. CONGRESS ... 1854 LITH. BY N. CURRIER

To David Ogden Esq this print of the

CLIPPER SHIP "DREADNOUGHT"

OFF SANDY HOOK FEBRUARY 23rd, 1854, NINETEEN DAYS FROM LIVERPOOL

is respectfully dedicated by the Publisher

DIMENSIONS
Length of Keel.....200 feet
Length of Deck.....217 feet
Breadth of Beam.....33 feet
Extreme Breadth.....41 feet

Depth of Hold.....26 feet
Tonnage per Register.....1413
Three Decks
Built by Currier & Townsend
at Newburyport, Mass., 1853

NEW YORK PUBLISHED BY N CURRIER 152 NASSAU STREET

States: Only one state of this print is known. There is, however, a later impression from the original stone.

See page 28.

H. T. P. CHECK LIST No. 1201 SIZE 16½ x 24¼ INCHES

Clipper Ship Flying Cloud

•

THE FLYING CLOUD was unquestionably the most famous of all the clipper ships. Built by Donald McKay in 1851 she proved herself to be one of the fastest ships afloat.

She was owned by Grinnell Minturn & Company, measured 225 feet in length, had a breadth of 40 feet 8 inches and a depth of 21 feet 6 inches, and was 1783 tons register.

The Flying Cloud had a record of 89 days from New York to San Francisco, a record never surpassed, and only equalled by one sailing vessel, the "Andrew Jackson."

She ended her days in the lumber trade and was destroyed by fire at St. John, N. B. in 1874.

No. 6...Clipper Ship Flying Cloud

E. BROWN, JR., DEL. ENTERED ... CONGRESS ... 1852 LITH. BY N. CURRIER

To Messrs Grinnell Minturn & Co. This print of their splendid

DIMENSIONS

Length of keel ..... 208 feet
Length on deck ..... 225 feet
Length overall (from knight heads to taffrail) 235 feet

CLIPPER SHIP "FLYING CLOUD"

is respectfully dedicated by the Publisher

Extreme breadth of beam ..... 41 feet
Depth of hold ..... 21½ feet
Tonnage per register 1750
Built by Donald McKay at East Boston, Mass. 1851

NEW YORK PUBLISHED BY N. CURRIER 152 NASSAU STREET

States: First state as above, second state appears much deeper in color and the print not as clear. There is a later impression from the original stone. See note on page 28.

Clipper Ship Great Republic

•

THE "GREAT REPUBLIC" was a Clipper ship of 4,555 tons, built for the Australian trade in 1853 by Donald McKay for Grinnell Minturn & Company.

She was the largest extreme clipper ship ever built, and measured: length 335 feet, breadth 53 feet, depth 38 feet. She had four decks, the upper or spar deck being flush with the covering board and protected by a rail on turned oak stanchions.

Her long black hull had no ornaments except a beautifully carved eagle's head where the sweep of her raking stern and the sharp lines of her bow intersected; across her handsome stern was carved the American Eagle with extended wings, under which her name and port of hail were carved in plain block letters.

Her captain was Lauchlan McKay, Donald McKay's brother.

No. 7...Clipper Ship Great Republic

PAINTED BY J. F. BUTTERWORTH ENTERED . . . CONGRESS . . . 1853 BY L McKAY LITH BY N CURRIER N Y

To Donold McKay Esq builder of the Leviathan

Length on deck.....325 feet
Breadth of beam.....53 feet

CLIPPER SHIP "GREAT REPUBLIC"

This print is respectfully dedicated

Depth of hold.....39 feet
Tonnage per register.....4500

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1207

SIZE 16 x 23⅜ INCHES

Clipper Ship Great Republic

•

THE "GREAT REPUBLIC" was towed to New York where she was loaded for Liverpool. The night before she was to sail a fire broke out on Front Street, just one block from where the ship lay.

The sails caught fire, and eventually the vessel was burned and it took more than a year to rebuild her. In the rebuilding, her rigging was much curtailed, so that her tonnage was only 3,357 tons. She was purchased by A. A. Low & Brother, and eventually sailed in the Australian trade under Captain Limeburner.

Even after the curtailment of her rigging she showed such a great amount of speed, that it was a source of regret to the maritime world that she had not been able to sail as Donald McKay built her, as it is conjectured she would have far outsailed any other clipper ever built.

No. 8...Clipper Ship Great Republic

DRAWN BY J B SMITH & SON BROOKLYN ENTERED ... CONGRESS .. 1855 ON STONE BY C. PARSONS

CLIPPER SHIP "GREAT REPUBLIC"

BUILT BY DONALD McKAY ESQ. AT EAST BOSTON MASS 1853—*CAPT. LIMEBURNER*

Burnt to wateredge at New York Decr 1853 rebuilt 1854 A A Low & Brothers Owners New York

Length on deck.....325 feet
Breadth of beam.....53 feet
Depth of hold.....39 feet
Tonnage per register.....4500

NEW YORK PUBLISHED BY CURRIER & IVES 152 NASSAU STREET

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1208 SIZE 16¼ x 24 INCHES

Clipper Ship Hurricane

THE "HURRICANE" was owned by C. W. & A. Thomas of New York, and built by Smith & Co., of Hoboken, N. J. She had the reputation of being the sharpest ship ever built at or near New York. She carried an exceptionally broad expanse of canvas.

The "Hurricane" made many very brilliant voyages, making the run from New York to San Francisco in 99 days in 1854. In later years she was used in the China tea trade.

She was commanded for some time by Captain Samuel Very, son of John Crowninshield Very, a noted mariner of Salem, Mass.

During 1863 or 1864, she was wrecked in a typhoon in Hong Kong Harbor.

No. 9...Clipper Ship Hurricane

F. F. PALMER DEL ENTERED . . . CONGRESS . . . 1852 LITH BY N. CURRIER

Length of keel	206 feet
Length overall	230 feet
Breadth of beam	40 feet
Depth of hold	22 feet

CLIPPER SHIP "HURRICANE"

OF NEW YORK

Tons register	1608
Isaac C Smith, Builder	
C W & A Thomas, Owners	

NEW YORK PUBLISHED BY N. CURRIER 152 NASSAU STREET

States: Only one state of this print is known. Only six copies of this print are known.

Clipper Ship Lightning

THE "LIGHTNING" was an Australian Clipper of 2,084 tons, built by Donald McKay in 1854 for James Baines & Company. She measured: length, 244 feet; breadth, 44 feet; depth, 23 feet, with 20 inches dead rise at half-floor. She had long concave water lines. Her stem raked boldly forward, the lines of the bow gradually becoming convex and blending with sheer line and cutwater. The only ornament was a beautiful full-length figure of a young woman holding a golden thunderbolt in her outstretched hand, the flowing white drapery of her graceful form and her streaming hair completing the fair and noble outline of the bow.

The after body of the ship was long and clean and fuller at the bow, while the stern was semi-eliptical in form, with the plank-sheer moulding for its base, and was ornamented with gilded carved work.

The "Lightning" was strongly and heavily rigged aloft.

She was commanded by Captain Forbes, and her maiden voyage to Liverpool was made in 13 days, 19½ hours. On this voyage she made an average of 18½ knots.

The "Lightning" made several other records, and proved to be one of the fastest sailing ships of her time.

No. 10...Clipper Ship Lightning

C PARSONS DEL ENTERED ... CONGRESS . 1854 LITH BY N. CURRIER

To James Baines & Co., this Print of the

CLIPPER SHIP "LIGHTNING"

BUILT BY DONALD McKAY BOSTON MASS

COMMANDED BY
JAMES N FORBES

Length	244 feet
Breadth of beam	44 feet
Depth	23 feet
Tonnage	2084

Is respectfully dedicated by the Publisher

NEW YORK. PUBLISHED BY N. CURRIER 152 NASSAU ST.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1219 SIZE 16 x 24 INCHES

Clipper Ship Nightingale

•

THE "NIGHTINGALE", a most beautiful ship, was launched in 1851. She was originally intended for a yacht to be used for the purpose of carrying passengers to the World's Fair, held in London in 1851, and was not built for the California trade.

The "Nightingale" was fitted with extensive and luxurious accommodations. She was built by Samuel Hanscom at Portsmouth, whose ambition it was to exhibit her in the Thames as the model of the American Clipper Ship. No expense or skill was spared to make her up to this standard.

Financial difficulties arose before the ship was completed and when the ship was finished she was taken to Boston where Sampson & Tappan were attracted by her fine lines. They paid $75,000.00 for her. (Those were the palmy days for the ocean carrying trade. At no period before had ships yielded such a golden harvest.)

The measurements of the "Nightingale" were: length, 178 feet, breadth 36 feet, depth 20 feet, and she was of 1,066 tons register.

Having been named after Jenny Lind, it was only fitting that she carry as a figure head a beautifully carved figure of the Swedish Nightingale.

Records show that the "Nightingale" was sold to a Salem firm, sent to Rio Janeiro where she was again sold, and sailed under the Brazilian flag as an African slave trader. About 1860 she was captured by a U. S. war vessel and sent home as a prize. She was later fitted out by the Government as an armed cruiser, and served during the Civil War. After the war she sailed for many years under the flag of Norway.

No. 11...Clipper Ship Nightingale

C PARSONS DEL ENTERED . . . CONGRESS . . . 1854 LITH BY N CURRIER

CLIPPER SHIP "NIGHTINGALE"

GETTING UNDER WEIGH OFF THE BATTERY, NEW YORK

NEW YORK, PUBLISHED BY N CURRIER, 152 NASSAU STREET

States: Two states of this print are known. The first state is a sharp and clear impression on heavy mat paper. The second state is rather blurred and on lighter weight smooth paper.

H. T. P. CHECK LIST No. 1222 SIZE 16¼ x 24 INCHES

Clipper Ship Ocean Express

•

In 1855 the California fleet was increased by the building of thirteen medium clipper ships. The "Ocean Express" was one of these.

She was built by J. O. Curtis of Medford. Mass., for Reed & Wade of Boston and was commanded by Captain Cunningham.

She was of 1699 tons register.

No. 12...Clipper Ship Ocean Express

SKETCHED BY J SMITH & SON BROOKLYN L. I. ENTERED . . . CONGRESS . . . 1856 ON STONE BY C PARSONS

CLIPPER SHIP "OCEAN EXPRESS"

OUTWARD BOUND "DISCHARGING THE PILOT"

LITH & PUBd BY CURRIER & IVES 152 NASSAU ST N Y

States: Two states of this print are known. The first state as illustrated. Second state appears with main title reading "Discharging the Pilot". There is also a later impression of first state from original stone. See page 28.

H. T. P. CHECK LIST No. 1197 and 1224 SIZE 16¼ x 24¼ INCHES

Clipper Ship Racer

•

FOR A SHIP which was pictured as many times as the "Racer", the available data as to her records and history are very meager.

She was built at Newburyport, Mass., by Currier & Townsend at a cost of $125,000. She was of 1669 tons register, was 200 feet long at her keel and the length on deck was 207 feet. She had three decks.

Her figurehead was a finely carved and gilded head of a racehorse, while at her stern a large spread eagle carving was used for ornamentation.

No. 13...Clipper Ship Racer

C PARSONS, DEL ENTERED..CONGRESS..1854 LITH By N CURRIER

DIMENSIONS

Length of Keel . . . . . 200 feet
Length of deck . . . . . 207 feet
Breadth of beam . . . . . 42 feet 6 in.
Extreme Breadth . . . . . 43 feet 9 in.

To D. L. Lawrence, Esq. This Print of the

CLIPPER SHIP "RACER"

is respectfully dedicated by the Publisher

Depth of hold . . . . . 28 feet
Tonnage per register 1669
Three Decks
Built by Currier & Townsend at Newburyport Mass

NEW YORK, PUBLISHED By N CURRIER, 152 NASSAU STREET

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1234 SIZE 16 x 24 INCHES

Clipper Ship Red Jacket

•

THE "RED JACKET" was chartered by the White Star Line in 1854 and on her first voyage under the command of Captain Asa Eldridge made the remarkable time of 13 days 1 hour on the transatlantic voyage from Sandy Hook to Rock Light, Liverpool; it was said that she had bettered the time of the famous "Dreadnought."

The "Red Jacket" was an extremely handsome ship and was much admired in the port of Liverpool. She was considered quite as good looking as any American ship of her time. She sported an elaborately carved figurehead representing an American Indian.

Her first voyage from Liverpool to Melbourne, Australia was accomplished in 69 days. On her homeward passage she carried 45,000 ounces of gold and beat the celebrated "Guiding Star" by 9 days although she lost much time among the icebergs off Cape Horn.

The "Red Jacket" ended her days in the Quebec lumber trade.

No. 14...Clipper Ship Red Jacket

DRAWN BY J. B. SMITH & SON, BROOKLYN L I ENTERED . . . CONGRESS . . . 1855 ON STONE BY C. PARSONS

CLIPPER SHIP "RED JACKET"

IN THE ICE OFF CAPE HORN ON HER PASSAGE FROM AUSTRALIA TO LIVERPOOL AUGUST 1854

Built by Geo Thomas, Esq. at Rockland Me 1853 for Messrs Secomb & Taylor, Boston, Mass.

NEW YORK, PUBLISHED BY N CURRIER, 152 NASSAU STREET

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1236 SIZE 16¼ x 23¾ INCHES

Clipper Ship
Sovereign of the Seas

•

THE "SOVEREIGN OF THE SEAS" was a California Clipper of 2421 tons, built by Donald McKay in 1852. She was the largest ship yet built, and was owned by Grinnell Minturn & Company. She measured: length 258 feet, breadth 44 feet, depth 25 feet 6 inches, with 20 inch dead rise at half-floor. She had the largest and sharpest bow and stern of any vessel then built, and combined the grace and beauty of the smaller ships with immense strength and power to carry sail.

The "Sovereign of the Seas" was commanded by Captain Lauchlan McKay, brother to Donald McKay.

This ship established several fast records that were never equalled.

No. 15...Clipper Ship Sovereign of the Seas

E BROWN JR DEL ENTERED . . . CONGRESS . . . 1852 LITH BY N. CURRIER

To Donald McKay Esq. Builder of the Magnificent

DIMENSIONS

Length of keel.....245 feet
Length on deck.....258 feet
Length overall (from knight heads to taffrail)....265 feet

CLIPPER SHIP "SOVEREIGN OF THE SEAS"

Extreme breadth of beam.....44 feet
Depth of hold.....23½ feet
Tonnage per register.....2421
Built at East Boston Mass.....1852

This print is respectfully dedicated by the Publisher

NEW YORK PUBLISHED BY N CURRIER 152 NASSAU STREET

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1239

SIZE 15¾ x 23¾ INCHES

Clipper Ship Sweepstakes

•

THE "SWEEPSTAKES" was built in the famous New York yards of Jacob A. Westervelt in 1853, from the design by Daniel Westervelt, a son of the ship builder.

She was the last extreme clipper ship built in the Westervelt yards and was owned by Grinnell Minturn & Company. She was a very sharp and handsome ship.

The "Sweepstakes" made two passages from New York to San Francisco averaging 106 days. Captain George Lane was in command for a number of years.

She was condemned in Batavia in 1864.

No. 16...Clipper Ship Sweepstakes

F. F. PALMER, LITH ENTERED ... CONGRESS ... 1853 LITH BY N. CURRIER

To Aaron J. Westervelt, Esq. builder of the New York

DIMENSIONS

Length of keel.....214 feet, 10 inches
Length of deck .....220 feet
Length overall.....245 feet

CLIPPER SHIP "SWEEPSTAKES"

Breadth of beam.....41 feet, 6 inches
Depth of hold .....21 feet, 9½ inches
Tonnage per register.....1680
Built by Aaron J Westervelt New York.....1853

This print is respectfully dedicated by the Publisher

W. A. Macgill, Comdr.

NEW YORK PUBLISHED BY N CURRIER 152 NASSAU STREET

States: Two states of this print are known. First state as illustrated above. Second state with yellow stripe outer border. There is also a later impression from the original stone. See page 28.

H. T. P. CHECK LIST No. 1241 SIZE 16 5-16 x 23⅝ INCHES

Clipper Ship Three Brothers

THE "THREE BROTHERS" was built in 1855 in New York by Jeremiah Simonson for the Commodore Vanderbilt Service from New York to Havre. She was a steamship and was originally named "The Vanderbilt". She was sold to the U.S. Government in 1861 and was to be used to ram the confederate vessel of war "Merrimac". Before the necessary changes were made the "Monitor" appeared and disposed of the "Merrimac."

The "Three Brothers" was then used as a cruiser and was ordered to destroy the "Alabama" and to clear the coast of blockade runners. She did some very effective work.

After the war she was sold to some merchants in San Francisco and was in the New York to San Francisco and Liverpool trade for many years. It always has been supposed that this ship was named "Three Brothers" by the California merchants, who were three brothers, partners in the shipping business.

No. 17...Clipper Ship Three Brothers

PUBLISHED BY CURRIER & IVES COPYRIGHT 1875 BY CURRIER & IVES N Y 115 NASSAU ST NEW YORK

CLIPPER SHIP THREE BROTHERS, 2972 TONS

Length.....328 feet 6 ins.
Breadth.....48 "
Depth.....32 feet
GEORGE CUMMING.....CAPTAIN

THE LARGEST SAILING SHIP IN THE WORLD

States: Only one state of this print is known, as shown above. There is however, a later impression from the original stone. See page 28.

H. T. P. CHECK LIST No. 1243

SIZE 18⅛ x 27¾ INCHES

Bark Theoxena

•

THE BARK THEOXENA was built in Thomaston, Maine in 1848. She was built of oak and hardwood fastened with copper and iron. She had two decks and was of 404 tons register. The original owners were Captain Low and some associates. She was part of the so-called Australian Packet Line whose offices were in New York at 98 Wall Street.

This ship disappeared from the old shipping records between 1857 and 1860.

No. 18...Bark Theoxena

CAPT. T. DE LATOUR, DEL. ON STONE BY J CAMERON C CURRIER, LITH 33 SPRUCE ST N Y

THE BARK, "THEOXENA"

3rd SHIP OF THE "AUSTRALIAN PACKET LINE" Capt. A. Pelletier, *Proprietor, 98 Wall St*

Consignees Overmann & Gruner, 28 South St. N Y

States: Only one state of this print known and only three copies of this print are known.

H. T. P. CHECK LIST—NOT LISTED SIZE 17 x 24⅜ INCHES

Clipper Ship Young America

•

THE "YOUNG AMERICA" was built by William H. Webb of New York. Of the many ships built by Webb, "Young America" was always considered to be his favorite.

She was of 1962 tons register, 236 feet 6 inches in length and 42 feet in breadth, and was owned by George Daniels of New York. She was a ship to be proud of, with many excellent records to her credit. She made the fine passages of 103, 107, 110, 112 and 117 days from New York to San Francisco and 92 and 97 days from San Francisco to New York.

She was commanded by Captain David S. Babcock.

The "Young America" was lost in 1888.

No. 19...Clipper Ship Young America

F F PALMER. LITH ENTERED . . . CONGRESS . . 1853 LITH BY N CURRIER

To George Daniels Esq. owner of the New York

CLIPPER SHIP "YOUNG AMERICA"

This print is respectfully dedicated by the Publisher

NEW YORK PUBLISHED BY N. CURRIER 152 NASSAU STREET

DIMENSIONS

Length of keel.....220 feet
Length of deck.....233 feet
Length overall.....238 feet
Breadth of beam.....43 feet
Depth of hold.....28 feet
Tonnage per register.....1961
Built by Wm H Webb New York...1852

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1248 SIZE 16 x 23¼ INCHES

No. 20...Ships Antarctic and San Francisco

PAINTED By F E BUTTERWORTH ENTERED . . . CONGRESS . . . 1854 LITH N CURRIER

ANTARTIC THREE BELLS

The Ships ANTARTIC *of New York*, CAPT STOUFFER, *and* THREE BELLS *of Glasgow*, CAPT CREIGHTON *Rescuing the Passengers and Crew from*

THE WRECK OF THE STEAM SHIP "SAN FRANCISCO"

DISABLED ON HER VOYAGE FROM NEW YORK TO SAN FRANCISCO DEC 24th 1853 AND IN A SINKING CONDITION

The Bark Kilby of Boston, Capt Low, had previously fallen in with the wreck and taken off a part of the passengers but during a gale in the night was separated and could not regain it.

NEW YORK, PUBLISHED BY N. CURRIER 152 NASSAU STREET

States: Two states of this print are known. The later one also dated 1854 has the last line added as above.

H. T. P. CHECK LIST No. 1391 SIZE 16¾ x 24¾ INCHES

No. 21...American Coast Scene

LITH CURRIER & IVES N Y

AMERICAN COAST SCENE

DESERT ROCK LIGHT HOUSE, MAINE

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 3922

SIZE 14⅝ x 20⅛ INCHES

Small Folio Prints

Small Folio Prints

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No. 22...American Clipper Ship

OFF SANDY HOOK LIGHT

PUBLISHED BY CURRIER & IVES 152 NASSAU ST. NEW YORK

AN AMERICAN CLIPPER SHIP

OFF SANDY HOOK LIGHT IN A SNOW STORM

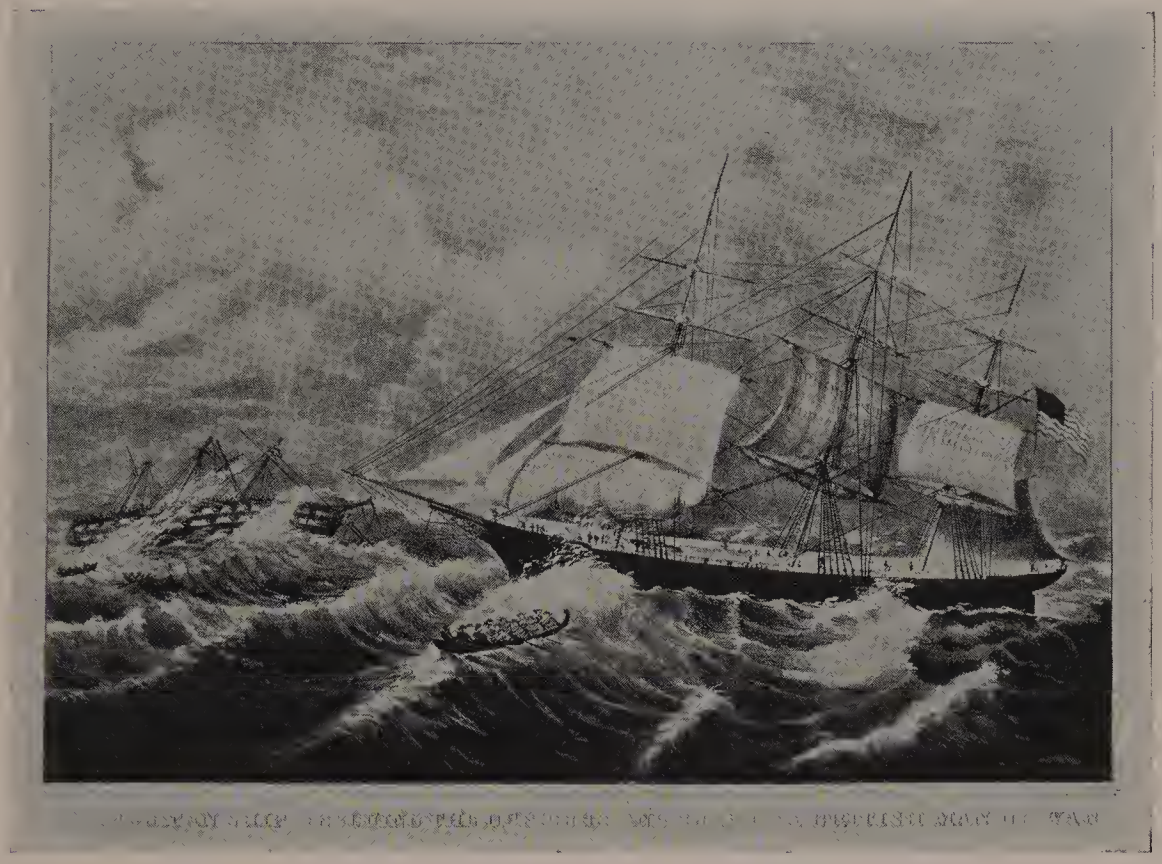
357

This ship has not been identified

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1186 SIZE 8 x 12½ INCHES

No. 23...An American Ship Rescuing Crew



PUBLISHED BY CURRIER & IVES ENTERED . . CONGRESS . . . 1863 152 NASSAU ST NEW YORK

AN AMERICAN SHIP RESCUING THE OFFICERS AND CREW OF A BRITISH MAN OF WAR

The American ship portrayed in this print is the Clipper Ship Dreadnought.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1187

SIZE 11⅛ x 16⅛ INCHES

No. 24...Baltimore Clipper

LITH & PUB BY N CURRIER 152 NASSAU ST. COR OF SPRUCE N. Y.

A BALTIMORE CLIPPER

Laying to

489

This is the first type of American ship to be known as a Clipper ship. It will be noted that while the rig of this vessel is fore and aft, or schooner rig, it nevertheless was so fast a little vessel that the name was derived from the fact of it clipping time off former records and hence the name Clipper.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1188 SIZE 8½ x 13 INCHES

No. 25 . . . Brig

LITH & PUB BY N CURRIER 152 NASSAU ST. COR OF SPRUCE N. Y.

BRIG

282

The Brig rig first came into use during the Revolutionary War. Many of the famous Privateers, representing the Naval force of the young nation, were of this rig. This type of vessel was popular probably because fewer men were required to successfully manage these fast little fighting vessels.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1189

SIZE 9 x 12⅞ INCHES

No. 26...Clipper Ship Challenge

LITH & PUB BY N CURRIER 152 NASSAU STREET N Y

NEW YORK CLIPPER SHIP CHALLENGE

475

The Challenge was built in 1851, was of 2006 Tons Register and was commanded by Capt. Waterman. She was built by William H. Webb and was owned by N. L. & G. Griswold of New York. She was the largest and most costly ship of the time to be built in New York and was looked upon with pride by the local shipping men. She made the record of 108 days to San Francisco in 1851.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1191 SIZE 8¾ x 12⅝ INCHES

No. 27 . . . Clipper Ship in a Hurricane

PUBLISHED BY CURRIER & IVES ENTERED . . . CONGRESS . . . 1855 152 NASSAU ST NEW YORK

A CLIPPER SHIP IN A HURRICANE

The ship portrayed in this print is the "Comet". See page 25.

States: Two states of this print are known. First state is dated 1855 and measures 11¼ x 16. Second state has no date and the stone was cut to 9 x 12½ inches, and was published at 125 Nassau Street. (The above illustration is from the 1st state.)

H. T. P. CHECK LIST No. 1192

1st STATE SIZE 11¼ x 16 INCHES
2nd STATE SIZE 9 x 12½ INCHES

No. 28 . . . Clipper Ships Homeward Bound

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

CLIPPER SHIPS HOMEWARD BOUND

This print portrays one of the famous races between two of the California Clipper Ships (unidentified) homeward bound.

States: Only one state of this print is known.

H. T. P. CHECK LIST—NOT LISTED SIZE 8 x 12½ INCHES

No. 29 . . . Clipper Ship in a Snow Squall

PUBLISHED BY CURRIER & IVES

A CLIPPER SHIP IN A SNOW SQUALL

The ship illustrated in this print has not been identified, as there were several owners who used similar house flags.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1193

SIZE 8½ x 12½ INCHES

No. 30 . . . Clipper Ship Off The Port

OFF THE PORT

The Ship portrayed is probably one of the New York Clipper Ships, but it has not been definitely identified.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1194

SIZE 8⅝ x 13½ INCHES

No.31...Clipper Ship Dreadnought

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

THE CELEBRATED CLIPPER SHIP "DREADNOUGHT"

Off Tuskar Light, on her passage into dock at Liverpool, in 13 days 11 hours from New York December 1854

For data regarding the Clipper Ship "Dreadnought" see page 30

State: Only one state of this print is known.

H. T. P. CHECK LIST No. 1199

SIZE There is no plate line but the print was made for the usual 10 x 14 frame

No. 32...Clipper Ship Dreadnought

THE CELEBRATED CLIPPER SHIP "DREADNOUGHT"

PUBLISHED BY CURRIER & IVES 115 NASSAU ST NEW YORK

THE CELEBRATED CLIPPER SHIP "DREADNOUGHT"

Off Tuskar Light, on her passage into dock at Liverpool in 13 days 11 hours, from New York, December 1854

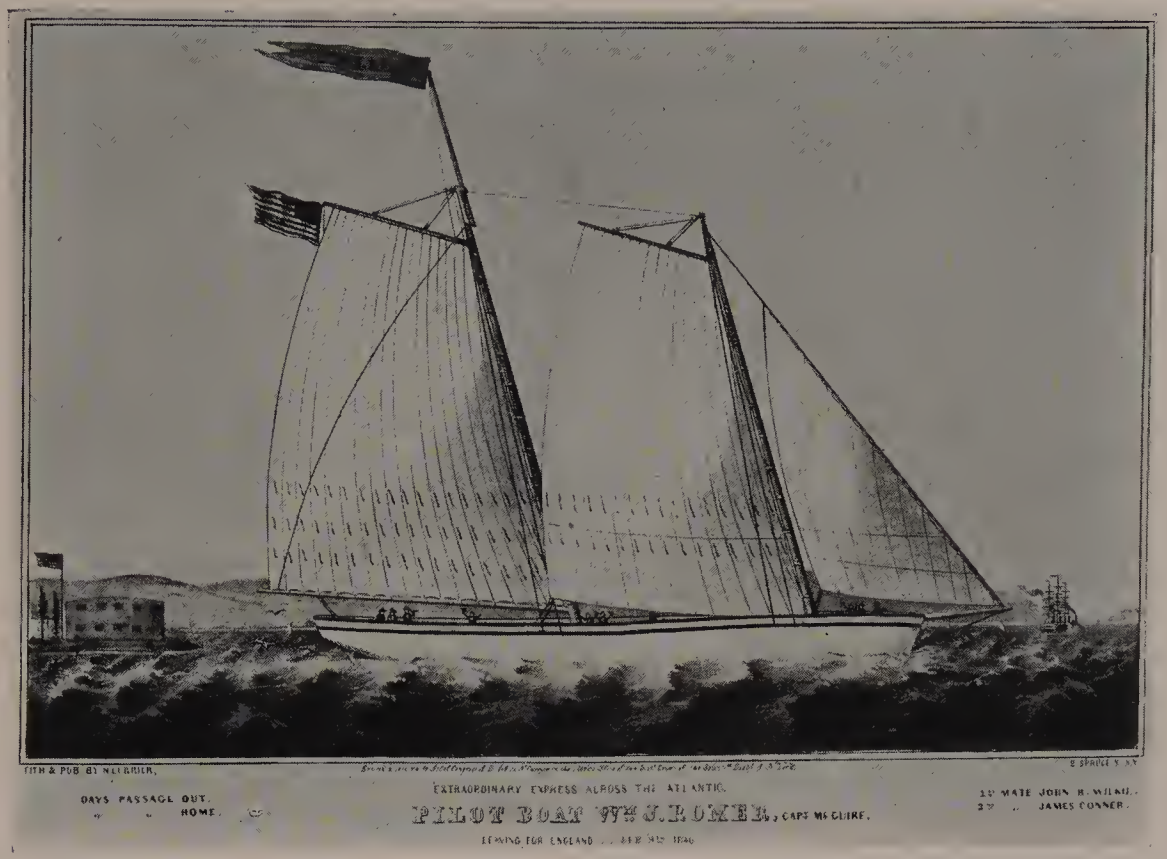
For data regarding the Clipper Ship "Dreadnought" see page 30.

States: Only one state of this print is known. Although it is similar to the preceding plate, the change of address from 125 to 115 Nassau Street would indicate that at least five to ten years had elapsed between the publication of these two prints.

H. T. P. CHECK LIST No. 1198

SIZE There is no plate line but the print was made for the usual 10 x 14 frame

No. 33 . . . Pilot Boat Wm. J. Romer


LITH & PUB BY N. CURRIER.
E SPRUCE ST N Y
DAYS PASSAGE OUT
" " HOME
EXTRAORDINARY EXPRESS ACROSS THE ATLANTIC
PILOT BOAT WM J. ROMER, CAPT McGUIRE.
LEAVING FOR ENGLAND

LITH & PUB BY N. CURRIER. ENTERED . . . CONGRESS . . . 1846 2 SPRUCE ST N Y

EXTRAORDINARY EXPRESS ACROSS THE ATLANTIC

. . . DAYS PASSAGE OUT
. . . " " HOME

PILOT BOAT WM. J. ROMER, CAPT. McGUIRE.

1st MATE JOHN R. WILKIE
2nd " JAMES CONNER

LEAVING FOR ENGLAND - FEB. 9th 1846

The view in the offing to the left shows Castle William in New York Harbor.

State: Only one state of this print is known.

H. T. P. CHECK LIST No. 1247

SIZE 8¼ x 12½ INCHES

No. 34... The Gem of the Atlantic

THE GEM OF THE ATLANTIC.

LITH & PUB BY N CURRIER ENTERED ... CONGRESS ... 1849 152 NASSAU ST COR OF SPRUCE N Y

THE GEM OF THE ATLANTIC

A view of New York Harbor can be seen in the background. The ship is one of the famous New York Packet Ships, but it is not definitely identified.

State: Only one state of this print is known.

H. T. P. CHECK LIST No. 1203

SIZE 8⅝ x 12⅝ INCHES

No. 35 . . . The Gem of the Pacific

LITH & PUB BY N CURRIER ENTERED . . CONGRESS . . . 1849 152 NASSAU ST COR. OF SPRUCE N Y

THE GEM OF THE PACIFIC

694

A Companion to No. 34

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1204

SIZE 8⅝ x 12⅝ INCHES

No. 36...Clipper Ship Golden Light

LITH & PUB BY N CURRIER 152 NASSAU STREET N. Y.

BURNING OF THE CLIPPER SHIP "GOLDEN LIGHT"

The "Golden Light" sailed from Boston for San Francisco February 12, 1853, at Nine o'Clock P.M. On the 22nd day in a thunderstorm she was struck by lightning, and set on fire and at 6 P.M. of the 23rd all hands were driven to the boats, leaving the ship entirely in flames.

The Golden Light, was of 1141 tons register, built by Briggs Bros. of South Boston, and owned by James Huskins & Sons of Boston. She was destroyed by fire on her maiden voyage. All hands were saved.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1205 SIZE 8½ x 12¼ INCHES

No. 37...Clipper Bark Grapeshot

THE CELEBRATED CLIPPER BARK GRAPESHOT, BELONGING TO GEO. LAW, ESQ. N. Y.

392

States: Only one original state of this print is known. There is however a reproduction of this subject which is easily detected by the paper and coloring and also by the fact that the letter "N" in N. Currier has been inverted.

H. T. P. CHECK LIST No. 1206

SIZE 8 x 12¾ INCHES

No. 38...Clipper Ship Great Republic

LITH & PUB BY N. CURRIER 152 NASSAU STREET N Y

CLIPPER SHIP "GREAT REPUBLIC"

Length on Deck 325 feet—Breadth of Beam 53 Feet—Depth of Hold 39 feet—Tonnage per Register 4500

347

For data regarding the Clipper Ship Great Republic see pages 34 and 36.

States: Two states of this print are known. While virtually the same, the drawings differ slightly, and one is numbered 347 (shown above) the other, 363, below the title of the print.

H. T. P. CHECK LIST No. 1209 SIZE 8¼ x 12½ INCHES

No. 39...Clipper Ship Great Republic

PUBLISHED BY CURRIER & IVES 115 NASSAU ST NEW YORK

CLIPPER SHIP GREAT REPUBLIC

Length on Deck 325 Feet. Breadth of Beam 53 Feet. Depth of Hold 39 Feet. Tonnage per Register 4500.

For data regarding the Clipper Ship Great Republic see pages 34 and 36.

States: Two states of this print are known. First state with address imprint of 152 Nassau Street. Second state, 115 Nassau Street. The second state has a ship in the distance to the right.

H. T. P. CHECK LIST No. 1210.

SIZE There is no plate line, but the print was made for the usual 10 x 14 frame

No. 40...Clipper Ship Great Republic

PUBLISHED BY CURRIER & IVES 152 NASSAU ST NEW YORK

CLIPPER SHIP "GREAT REPUBLIC"

Length on Deck 325 feet. Breadth of Beam 53 feet. Depth of Hold 39 feet. Tonnage per Register 4500.

For data regarding the Clipper Ship Great Republic see pages 34 and 36.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1211

SIZE There is no plate line but the print was made for the usual 10x14 frame

No. 41... The Ship John Minturn

WRECK OF THE SHIP JOHN MINTURN,
(CAPT. STARK) ON THE COAST OF NEW JERSEY IN THE TERRIBLE GALE OF FEBY. 15th 1846, 3 O'CLOCK A.M. WITH 51 PERSONS ON BOARD
By this melancholy disaster 38 persons were drowned or frozen to death:— Among the lost were Capt Stark, wife, and two children— the Mate, Pilot, and all the cabin passengers, 5 in number.

L ITH. & PUB. BY N. CURRIER ENTERED . . . CONGRESS . . . 1846 2 SPRUCE ST. N. Y.

WRECK OF THE SHIP JOHN MINTURN,

(CAPT. STARK) ON THE COAST OF NEW JERSEY IN THE TERRIBLE GALE OF FEBY. 15th 1846, 3 o'CLOCK A.M. WITH 51 PERSONS ON BOARD.

By this melancholy disaster 38 persons were drowned or frozen to death.—Among the lost were Capt. Stark, wife, and two children—the Mate, Pilot and all the cabin passengers, 5 in number.

States: Only one state of this print is known. Only three copies of this print are known.

H. T. P. CHECK LIST No. 1217 SIZE 7¾ x 12¼ INCHES

No. 42...Outward Bound

LITH & PUB BY N. CURRIER 152 NASSAU ST. COR OF SPRUCE N Y

OUTWARD BOUND

This ship has not been identified but it is one of the early packet ships which preceded the California Clipper.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1228 SIZE 8½ x 12½ INCHES

No. 43...Homeward Bound

LITH & PUB BY N. CURRIER 152 NASSAU ST. COR OF SPRUCE N Y

HOMEWARD BOUND

378

This ship has not been identified but it is one of the early packet ships which preceded the California Clipper.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1212 SIZE 8½ x 12½ INCHES

No.44...Outward Bound

OUTWARD BOUND.

LITH & PUB BY N. CURRIER ENTERED . . CONGRESS . . 1845 2 SPRUCE ST N Y

OUTWARD BOUND

377

One of the Early American Packet Ships (unidentified).

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1229

SIZE 8 x 12½ INCHES

No. 45...Homeward Bound

HOMEWARD BOUND.

LITH & PUB BY N. CURRIER ENTERED . . . CONGRESS . . . 1845 2 SPRUCE ST N. Y.

HOMEWARD BOUND

One of the Early American Packet Ships (unidentified).

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1213

SIZE 8 x 12½ INCHES

No. 46 . . . Outward Bound

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

OUTWARD BOUND

The ship portrayed is one of the Grinnell Minturn & Co., ships. She flies the red white and blue swallow tail house flag of this well known line. The ship is probably the Clipper Ship "Sweepstakes" see Pages 52 & 53.

States: Two states of this print are known. The first state with address 125 Nassau St. as above. Second state 115 Nassau St.

H. T. P. CHECK LIST No. 1230

SIZE There is no plate line but the print was made for the usual 10 x 14 frame

No. 47 ... Homeward Bound

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

HOMEWARD BOUND

A companion to the preceding print No. 46. This undoubtedly was intended to picture the same ship on its return to port

States: Two states of this print are known. The first state with address 125 Nassau St. as above. Second state 115 Nassau St.

H. T. P. CHECK LIST No. 1214

SIZE There is no plate line but the print was made for the usual 10 x 14 frame

No. 48 . . . Chinese Junk Keying

THE CHINESE JUNK KEYING
CAPT KELLETT
As she appeared in New York harbour July 13th 1847. 212 days from Canton . . 720 tons burthen.
479
LITH. & PUB. BY N. CURRIER ENTERED . . CONGRESS . . 1847 152 NASSAU ST. COR. OF SPRUCE, N. Y.

DIMENSIONS

Length . . . . . 160 Feet
Breadth of Beam . . . . . 25½ "
Depth of Hold . . . . . 12 "
Poop from the Water . . . . . 45 "
Bow . . . . . 30 "
Rudder-Weighs . . . . . 7½ to 8 Tons

THE CHINESE JUNK KEYING

CAPT KELLETT

As she appeared in New York harbor July 13th 1847. 212 Days from Canton . . 720 tons burthen.

479

Mainsail . . . . . 9 Tons
Mainsail 75 Feet long from Deck
Upper Mainyard . . . . 67 Feet Long
720 Tons Barthen
The Ship is Built of Teak Wood

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1218

SIZE 7¾ x 12¾ INCHES

No. 49...Wreck of the Mexico

WRECK of the MEXICO on HEMPSTEAD BEACH, Jany 2nd 1837: As now Exhibiting at
HANINGTONS DIORAMAS.
DRAWN ON THE SPOT BY H. SEWEL
N CURRIERS LITH COR OF NASSAU & SPRUCE ST

Dreadful WRECK of the MEXICO on HEMPSTEAD BEACH Jany. 2nd 1837: As now Exhibiting at

HANINGTONS DIORAMAS

PUBLISHED AT SUN OFFICE By B H DAY

The Mexico was lost on Hempstead Beach L. I. in 1837. 115 persons lost their lives.

States: Only one state of this print is known. It is one of the earliest prints by Currier and only a few copies are extant.

H. T. P. CHECK LIST No. 1221

SIZE 6¾ x 10¼ INCHES

No. 50 . . . Ship Ocean Monarch

LITH & PUB BY N CURRIER ENTERED . . . CONGRESS . . . 1848 152 NASSAU ST COR. SPRUCE ST N Y

IN THE ENGLISH CHANNEL **BURNING OF THE OCEAN MONARCH OF BOSTON** AUGUST 24th 1848

So great was the heat that the passengers male and female, men, women, and children crowded to the fore part of the vessel. In their maddened despair women jumped overboard with their offspring in their arms and sank to rise no more. Men followed their wives in frenzy and were lost. Groups of men, women, and children, also precipitated themselves into the water in the vain hope of self preservation but the waters closed over many of them forever—number of persons on board—Steerage passengers, 322. First and second cabin 32. Captain and crew 42. Total 396. Saved per Affonso, Brazilian steam frigate 156, per Queen of the Ocean, yacht 32, Prince of Wales 17, Smack 13, Total 218

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1225

SIZE 8 x 12½ INCHES

No. 51...Off a Lee Shore

OFF A LEE SHORE

The ship portrayed has not been identified.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1226

SIZE 8½ x 13½ INCHES

No. 52...Off the Coast in a Snowstorm

PUBLISHED BY CURRIER & IVES 115 NASSAU ST NEW YORK

OFF THE COAST IN A SNOWSTORM

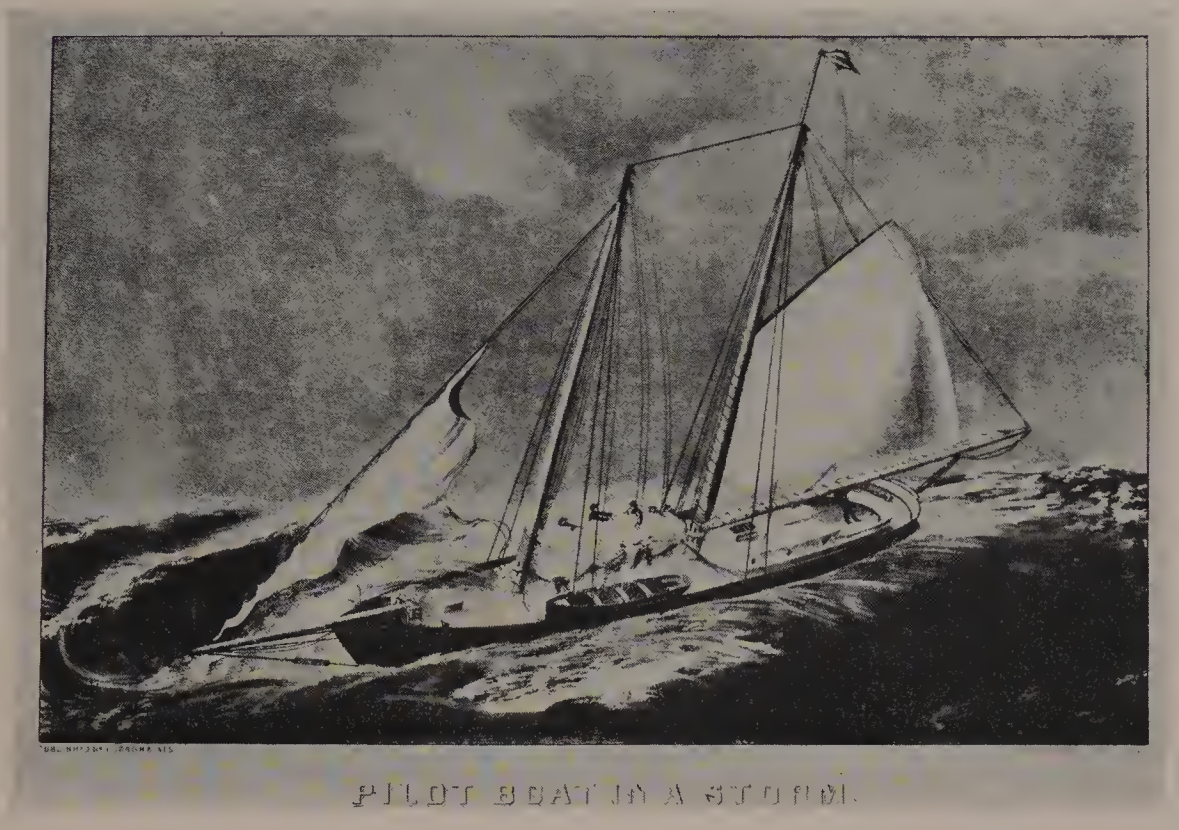
TAKING A PILOT

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1227

SIZE 9 x 12⅞ INCHES

No. 53...Pilot Boat in a Storm



PUBLISHED BY CURRIER & IVES 152 NASSAU ST NEW YORK

PILOT BOAT IN A STORM

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1231

SIZE $7\frac{7}{8}$ x $12\frac{15}{16}$ INCHES

No. 54...Clipper Ship Queen of Clippers

CLIPPER SHIP "QUEEN OF CLIPPERS"

The Queen of Clippers was built in 1853, the height of the Clipper Ship era. She was of 2360 tons register, built by Jaekson & Ewell of East Boston and was owned by Zerega & Co., New York. She was used in the California Trade.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1233

SIZE 8⅜ x 12⅜ INCHES

No. 55 ... Clipper Ship Red Jacket

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

CLIPPER SHIP "RED JACKET"

IN THE ICE OFF CAPE HORN ON HER PASSAGE FROM AUSTRALIA TO LIVERPOOL

For data regarding the Clipper Ship Red Jacket see page 48

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1235

SIZE There is no plate line but the print was made for the usual 10 x 14 frame.

No. 56 . . . The Ship Red, White and Blue

SEASOLL'S IMPROVED METALLIC LIFE BOAT
LENGTH 26 FEET.
BREADTH OF BEAM 6 FT. 1 INCH.
THE MINIATURE SHIP "RED, WHITE, AND BLUE"
On her Voyage from New York to London, Aug. 1866, with Capts. Hudson & Fitch, & dog "Fanny"
Sailed from New York, July 9th, arrived at Margate Aug. 16th 1866
DEPTH OF HOLD 2 FT. 8 INCH.
2 33-100 TONS REGISTER

PUBLISHED BY CURRIER & IVES 115 NASSAU ST NEW YORK

THE MINIATURE SHIP "RED, WHITE, AND BLUE"

LENGTH 26 FEET
BREADTH OF BEAM 6 FT. 1 INCH.

DEPTH OF HOLD, 2 FT. 8 INCH
2 33-100 TONS REGISTER

On her voyage from New York to London August 1866 with Capts. Hudson & Fitch & Dog "Fanny"
Sailed from New York July 9th, arrived at Margate Aug. 16th 1866

States: First state of this print as shown above. Second state without border and slightly different arrangement of type.

H. T. P. CHECK LIST No. 1237

SIZE 8 x 12½ INCHES

No.57...Schooner

LITH & PUB BY N. CURRIER ENTERED ... CONGRESS ... 1846 33 SPRUCE ST N Y

SCHOONER

155

States: The above illustration was made from a proof before the title. There was but one state of this print.

H. T. P. CHECK LIST No. 1238

SIZE 8¼ x 12½ INCHES

No. 58 . . . A Squall off Cape Horn

PUBLISHED BY CURRIER & IVES 125 NASSAU ST NEW YORK

A SQUALL OFF CAPE HORN

This print portrays a later view of the famous Clipper Ship "Dreadnought", in command of Captain Cushing. She made her first voyage to San Francisco in 1864 arriving after 134 days. For further data see page 30.

States: There are two states of this print. The first measures 10⅝ x 13½ but is cut down in the second state to 9 x 12½ inches. The above illustration is of the second state.

H. T. P. CHECK LIST No. 1240

1st STATE SIZE 10⅝ x 13½ INCHES
2nd " " 9 x 12½ "

No. 59...Clipper Ship Three Brothers

PUBLISHED BY CURRIER & IVES 115 NASSAU ST NEW YORK

CLIPPER SHIP, THREE BROTHERS.

FORMERLY STEAMSHIP VANDERBILT.

Length 328 ft 6 in Breadth 48 ft Depth 32 ft Tonnage 2972

For data regarding the Clipper Ship "Three Brothers" see page 54.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1242 SIZE 8⅞ x 12¼ INCHES

No. 60 . . . The Brig Vision

THE BRIG VISION, CAPT. DONOVAN, ON HER VOYAGE FROM NEW YORK TO LONDON, 1864.

PUBD BY CURRIER & IVES 152 NASSAU ST N Y

THE BRIG VISION, CAPT DONOVAN, ON HER VOYAGE FROM NEW YORK TO LONDON, 1864

LENGTH 15 FEET 10 INCHES—BREADTH OF BEAM 4 FEET 6 INCHES—DEPTH 2 FEET 9 INCHES, ONE TON MEASUREMENT

Sailed from New York June 26th 1864, having on board Capt Donovan, William Spencer and the Captain's dog "Toby" bound to London, England

States: Two states of this print are known. The one as above is the first state, the other without border.

H. T. P. CHECK LIST No. 1245

SIZE 8 x 12½ INCHES

No. 61...Clipper Ship Witch of theWave

LITH & PUB BY N CURRIER 152 NASSAU ST COR OF SPRUCE N Y

THE AMERICAN CLIPPER SHIP "WITCH OF THE WAVE"

476

The Clipper Ship Witch of the Wave was built by George Raynes of Portsmouth N. H. in 1851. She was owned by Capt. John Bertram & Alfred Peabody and was the pride of Salem. She was 202 feet long, her breadth was 40 feet and she was of 1494 tons register. Great festivity attended the launching of this fine ship which included many songs and wishes for her future. She later was commanded by Capt. J. Hardy Millett of the Glidden & Williams Line of California Ships.

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1246 SIZE $8\frac{3}{4}$ x $12\frac{3}{4}$ INCHES

No. 62...Ship Winchester of Boston

LITH & PUB BY N CURRIER ENTERED ... CONGRESS ... 1854 152 NASSAU STREET N Y

THE STEAMSHIP WASHINGTON, CAPT. FITCH, RESCUING THE PASSENGERS OF THE SHIP WINCHESTER OF BOSTON,

TUESDAY MAY 2ND 1854. *Mr P. W. KING, Chief Officer of the Washington, and 4 of the crew, making the first trip to the wreck.* PASSENGERS SAVED 445: CREW 32:- TOTAL 477

FROM A SKETCH BY M. VINCENT. PASSENGER ON BOARD THE WASHINGTON

363

States: Only one state of this print is known.

H. T. P. CHECK LIST No. 1409 SIZE $8\frac{1}{8}$ x $12\frac{15}{16}$ INCHES

No. 63...Clipper Ship Cosmos

PUBLISHED BY CURRIER & IVES 152 NASSAU ST NEW YORK

THE CLIPPER SHIP "COSMOS"

States: The print as illustrated above is on exhibition at the Old State House Museum in Boston. The origin of the print is questionable. The paper and the type of ship depicted would indicate a foreign artist, and gives the impression that some European hand had to do with the production of this print.

H. T. P. CHECK LIST No.—NOT LISTED SIZE 10¼ x 14 7-16 INCHES

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